

NSF – Naval Research Laboratory

Master Plan Update

Southwest, Washington, D.C.

Submitted by the United States Department of the Navy

Final Commission Review

Web Posting Summary

Commission meeting date: March 5, 2015

NCPC review authority: Advisory – Section 610(a) of Public Law 93-166 and 8722(a)

Applicant request: Approval of comments on Final Master Plan

Delegated / consent / open / executive session: Open Session

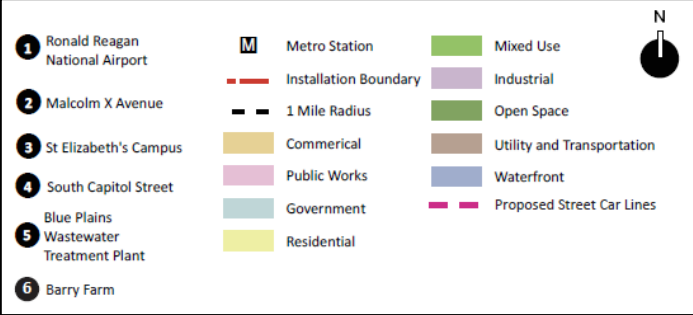
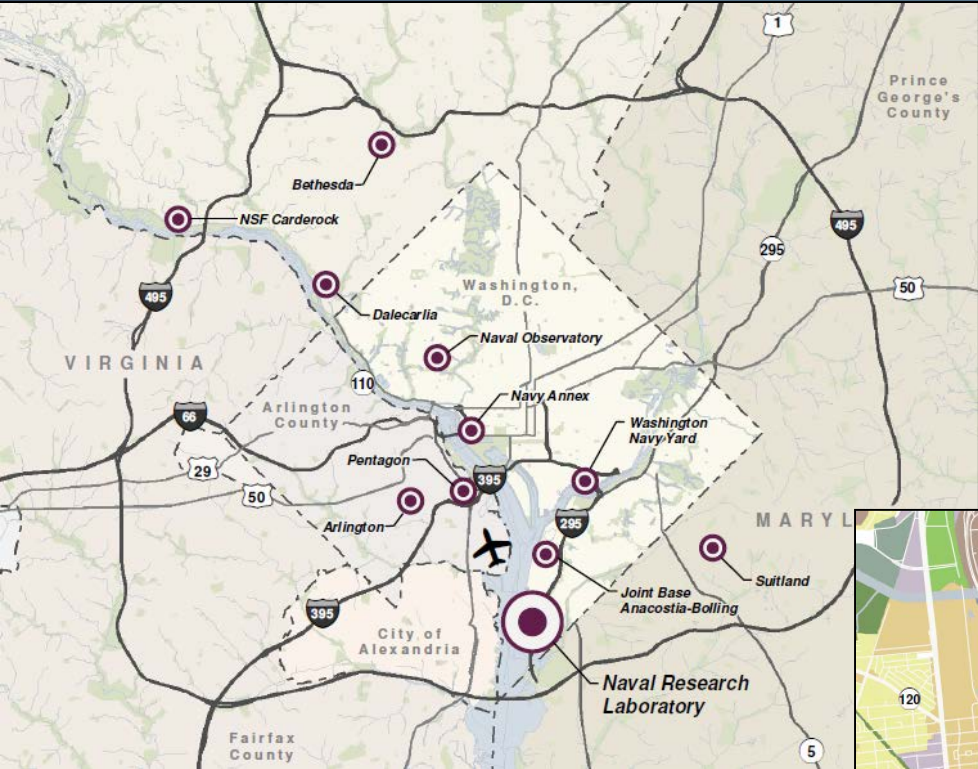
NCPC Review Officer: Michael Weil

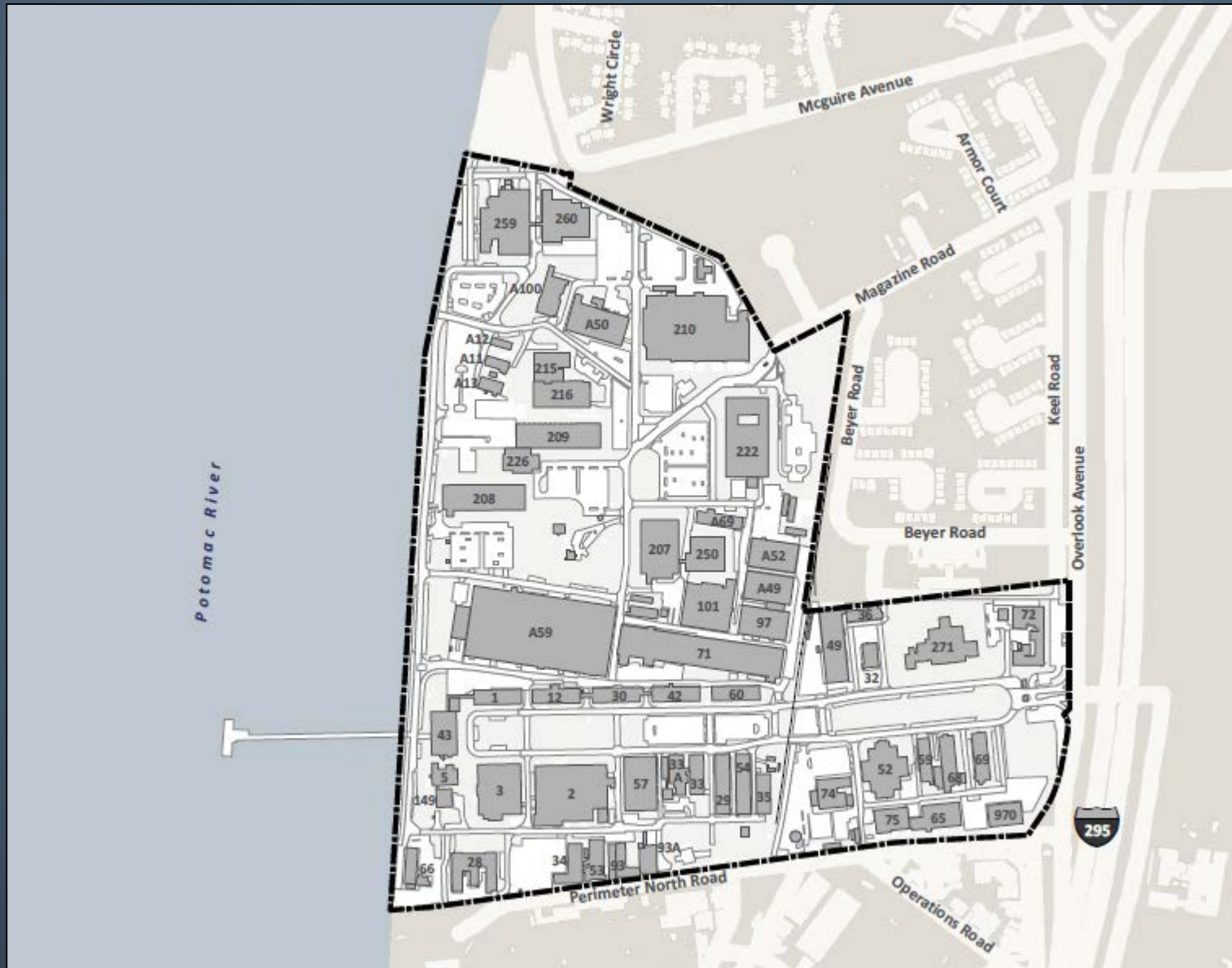
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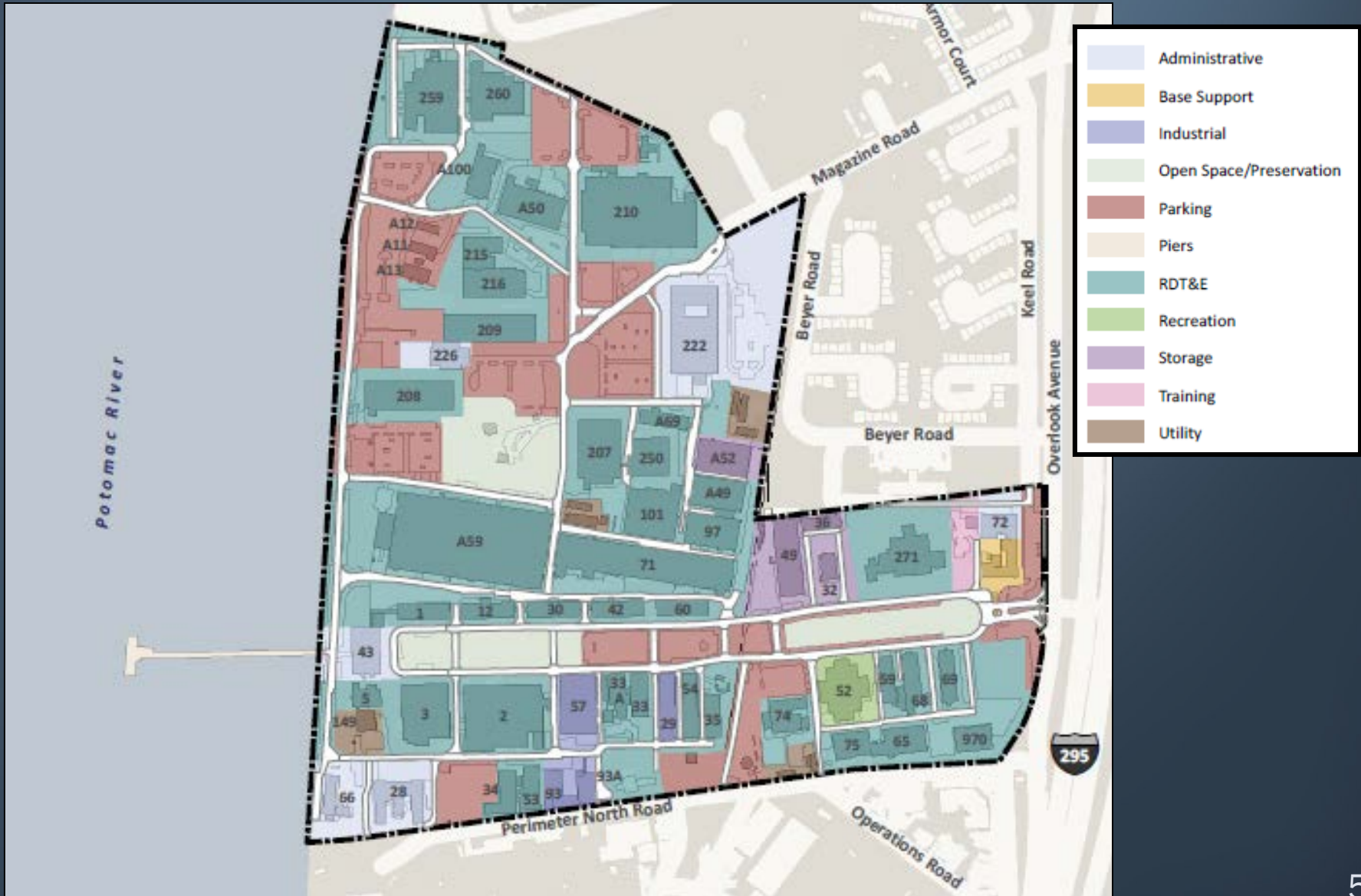
Project summary:

The Navy has submitted its final 2014 Master Plan Update for their Naval Surface Facility – Naval Research Laboratory (NRL) installation located in Southwest, Washington, D.C. The installation houses multiple tenants on 132 acres of land, between 85 buildings (totaling over 3 million square feet), situated between Joint Base Anacostia-Bolling (north), Blue Plains Advanced Wastewater Treatment Facility (south), Overlook Drive and I-295 (east), and the Potomac River (west). The mission of the facility is to serve as the Navy's "full-spectrum" multi-disciplinary program of scientific research and advanced technological development directed toward: maritime materials, techniques, equipment, systems; and ocean, atmospheric, space sciences, and related technologies.

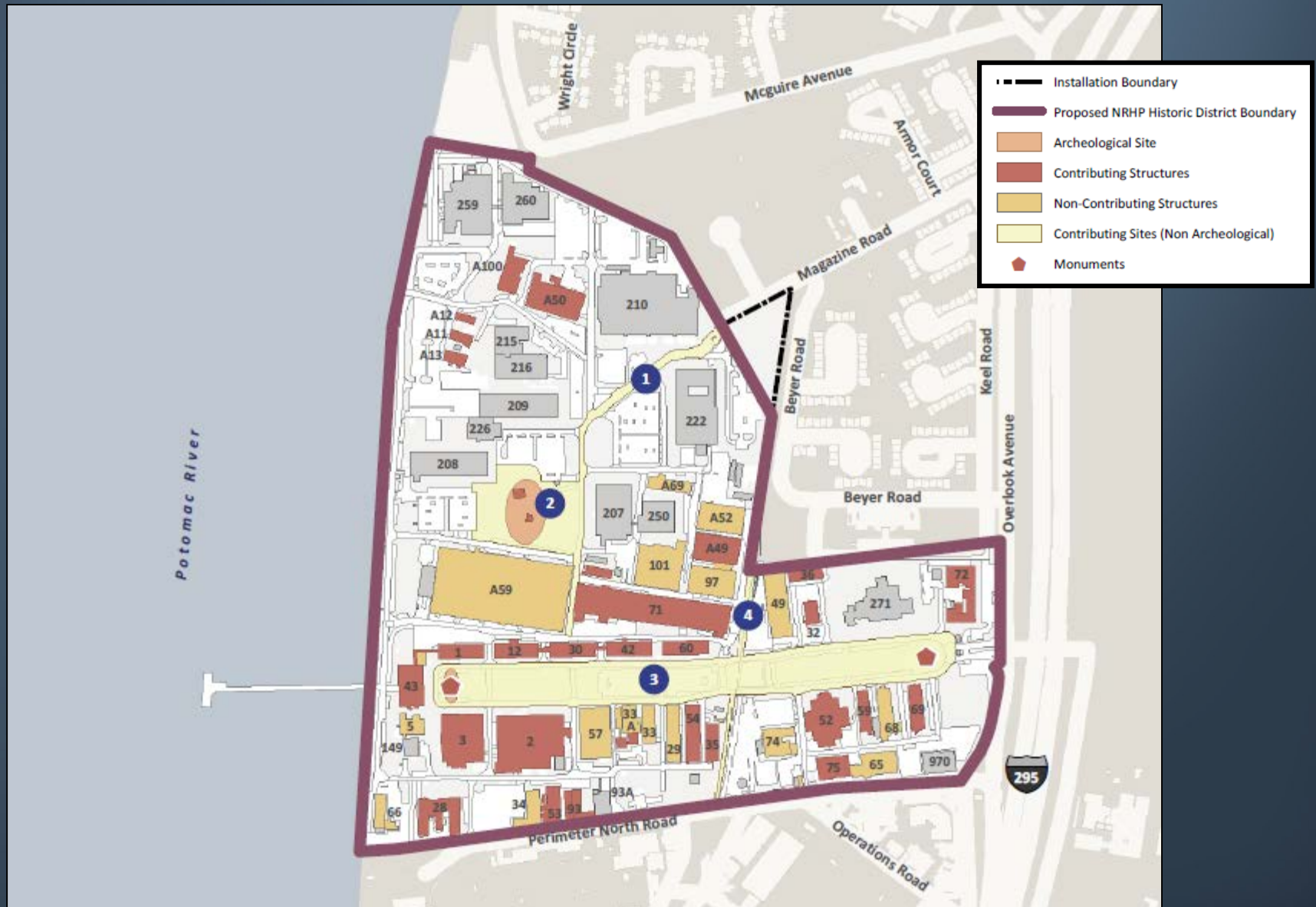
The purpose of the Master Plan is to guide future development in support of the installation's research mission, updating the existing 1990 Master Plan with four funded projects during the next 5 years, to accommodate a maximum 615 employee increase (to 5,487 employees). The Plan will add 111,000 square feet of new construction; demolish a maximum total of 132,000 square feet; renovate 132,000 square feet of space; and reduce employee parking by 160 spaces (to 2,585 spaces). The Master Plan is supported by a draft Transportation Management Plan (TMP), which shows how the installation will minimize its traffic impact, conserve energy, and improve air quality through single occupancy vehicle (SOV) trip reductions and/or shortening SOV trips during the workday commute, with a long-term 1:4 parking ratio goal.

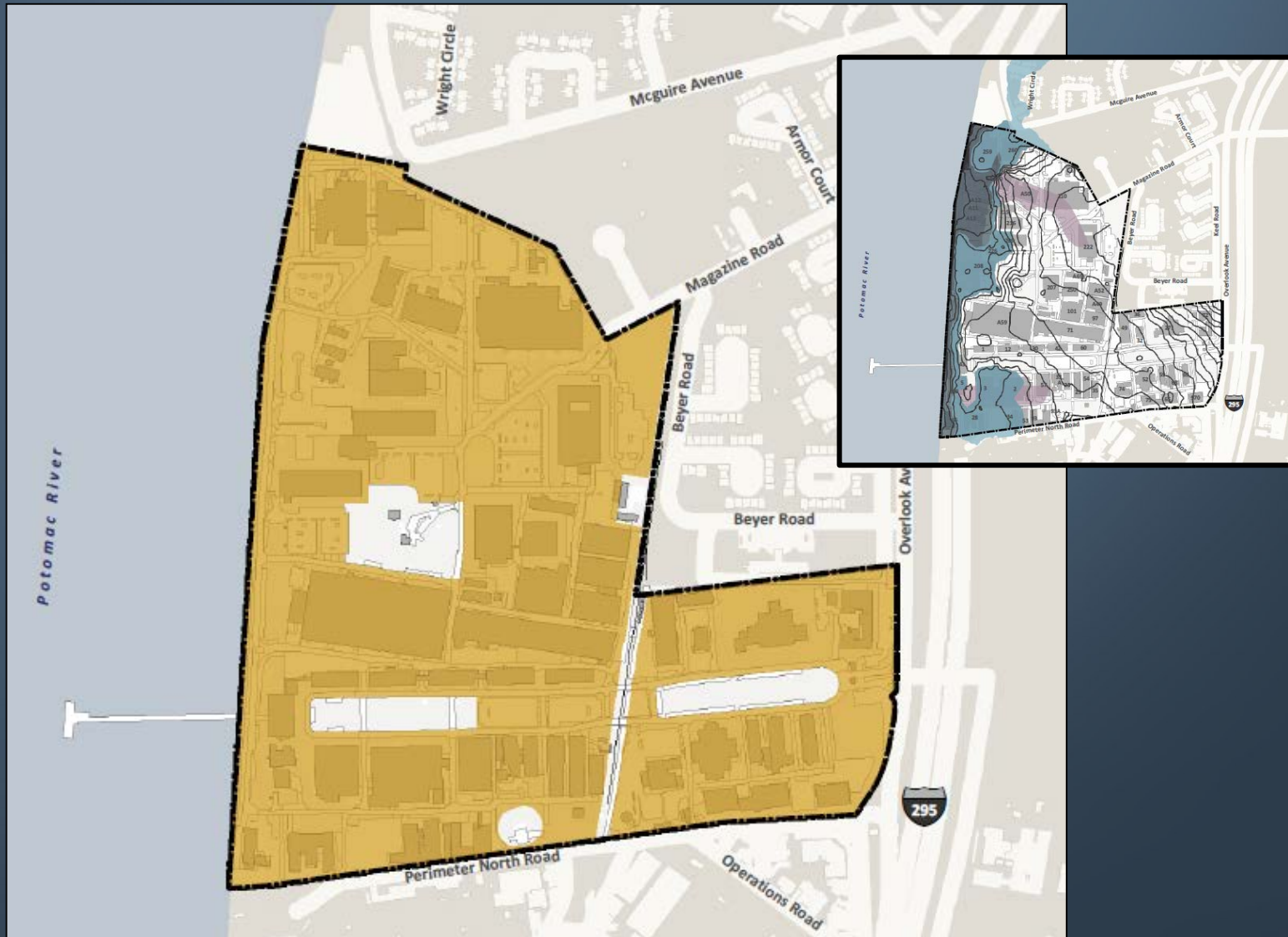


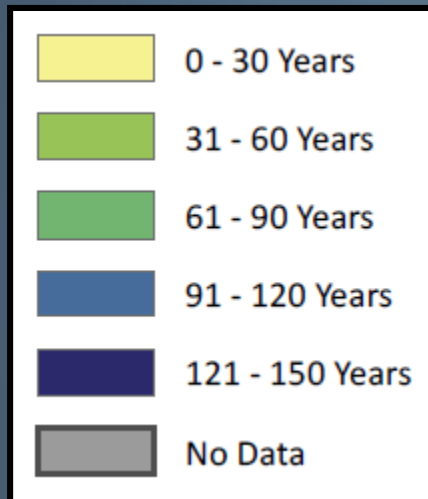


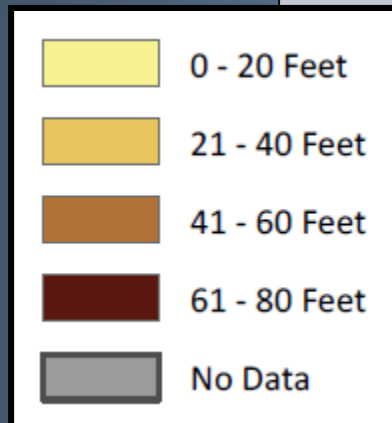




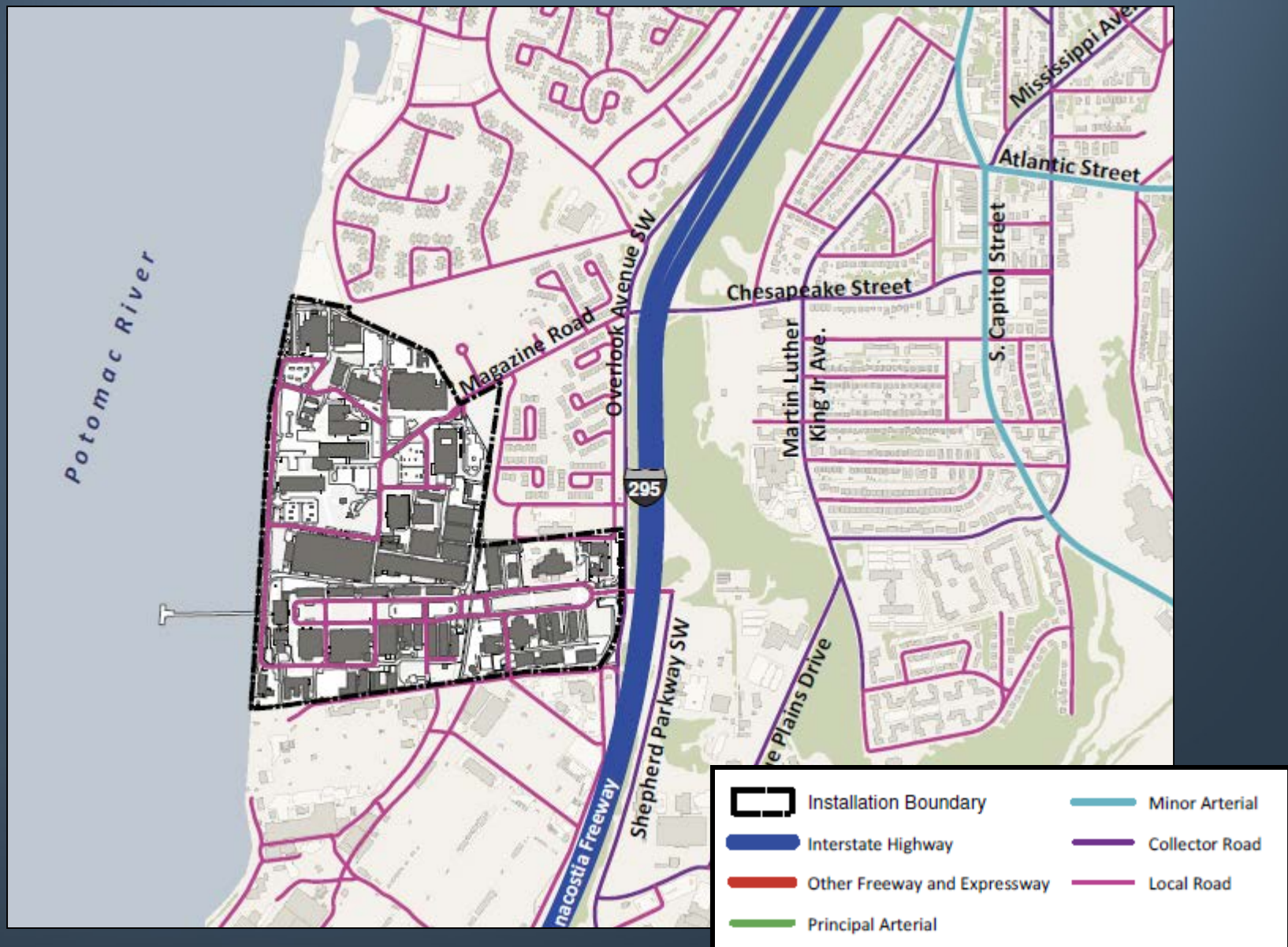


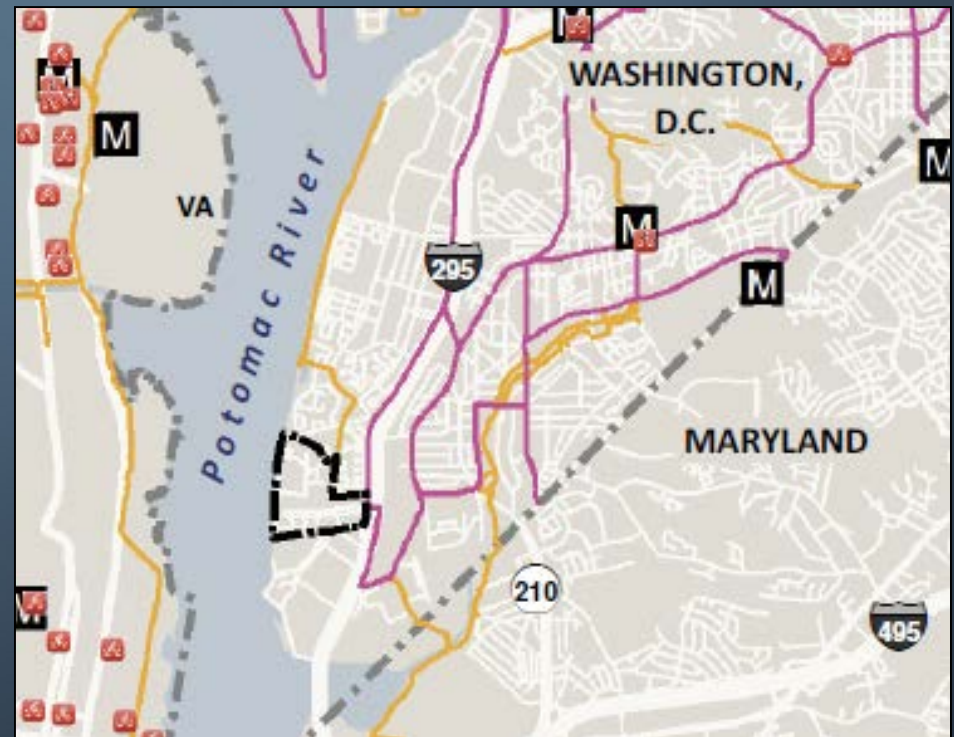
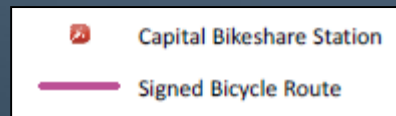
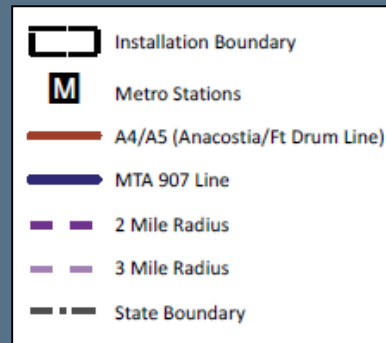




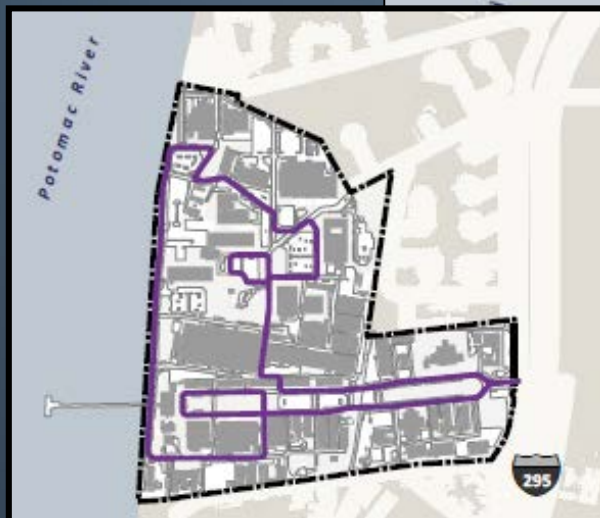
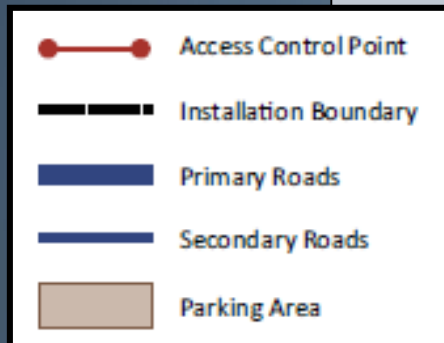


Surrounding Roadway System















Internal Transportation System



Type of Space	Number of Spaces
Unrestricted	2,341
Handicapped	44
Reserved	360
Visitor*	43
Carts/Government Vehicles	22
Loading Dock	4
Total Spaces	2,814

*Includes spaces marked Visitor, For Meetings Only, Credit Union or Credit Union Visitor, Supply Store Customer 30 Minutes, and TIS S/Desk Customers.

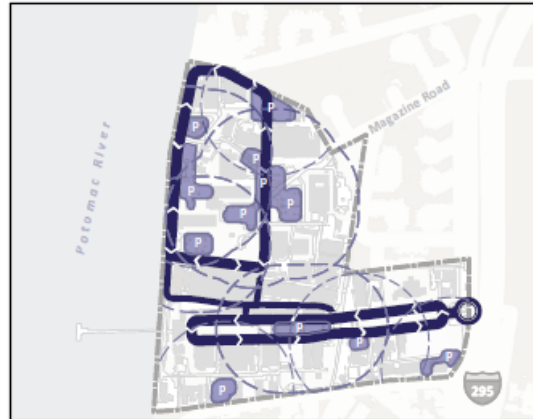
TABLE 4-1 GUIDING PRINCIPLES KEY

Icon	Guiding Principle
	Compact Development
	Infill Development
	Circulation Networks
	Horizontal Development
	Vertical Development
	Sustainable Landscape Elements
	Low Impact Development and Stormwater Management
	Configuration and Utilization
	Energy Conservation and Production
	Lifecycle / Mitigation Planning

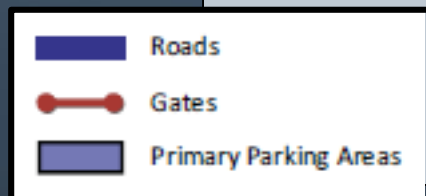
2035 Regionally Integrated Master Program

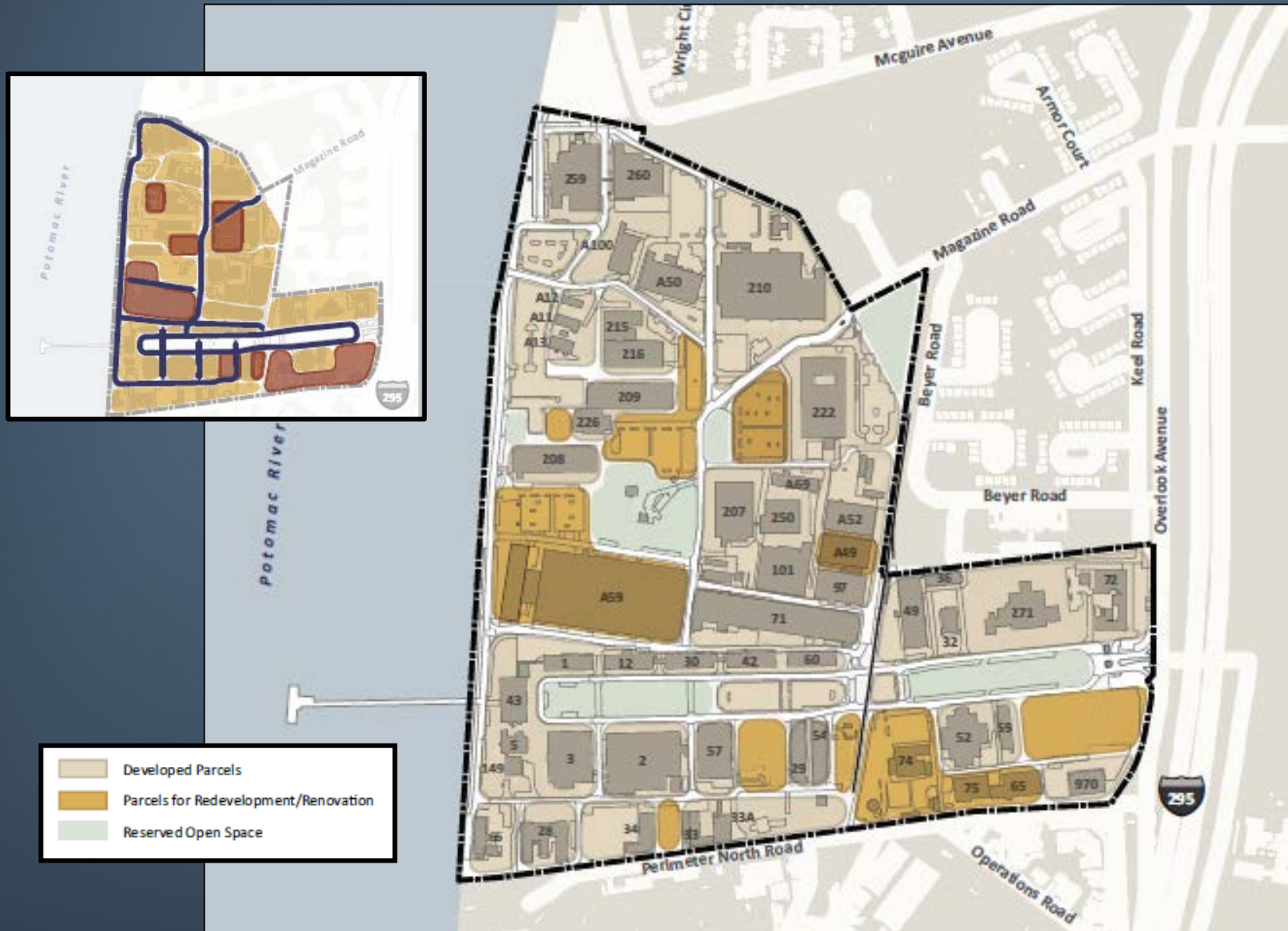


FIGURE 4-1 FUTURE CONCEPTUAL CIRCULATION AND PARKING STRATEGIES (OVERLAID ON EXISTING CONDITIONS)



Two primary loops provide vehicle access on NRL. A southern loop that accesses facilities along the central mall, and a northern loop that accesses facilities north of building A59. Parking is generally well distributed with short walking distances between cars and buildings.





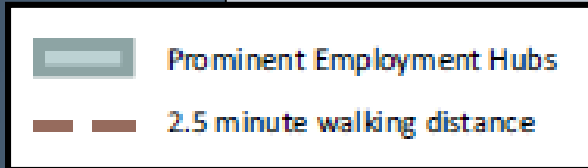
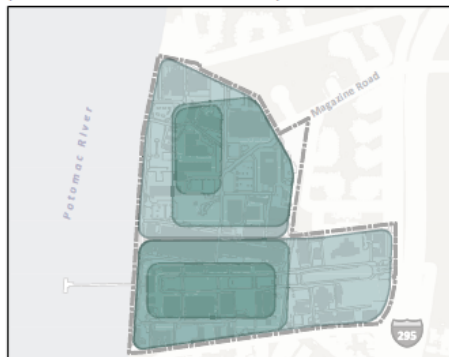
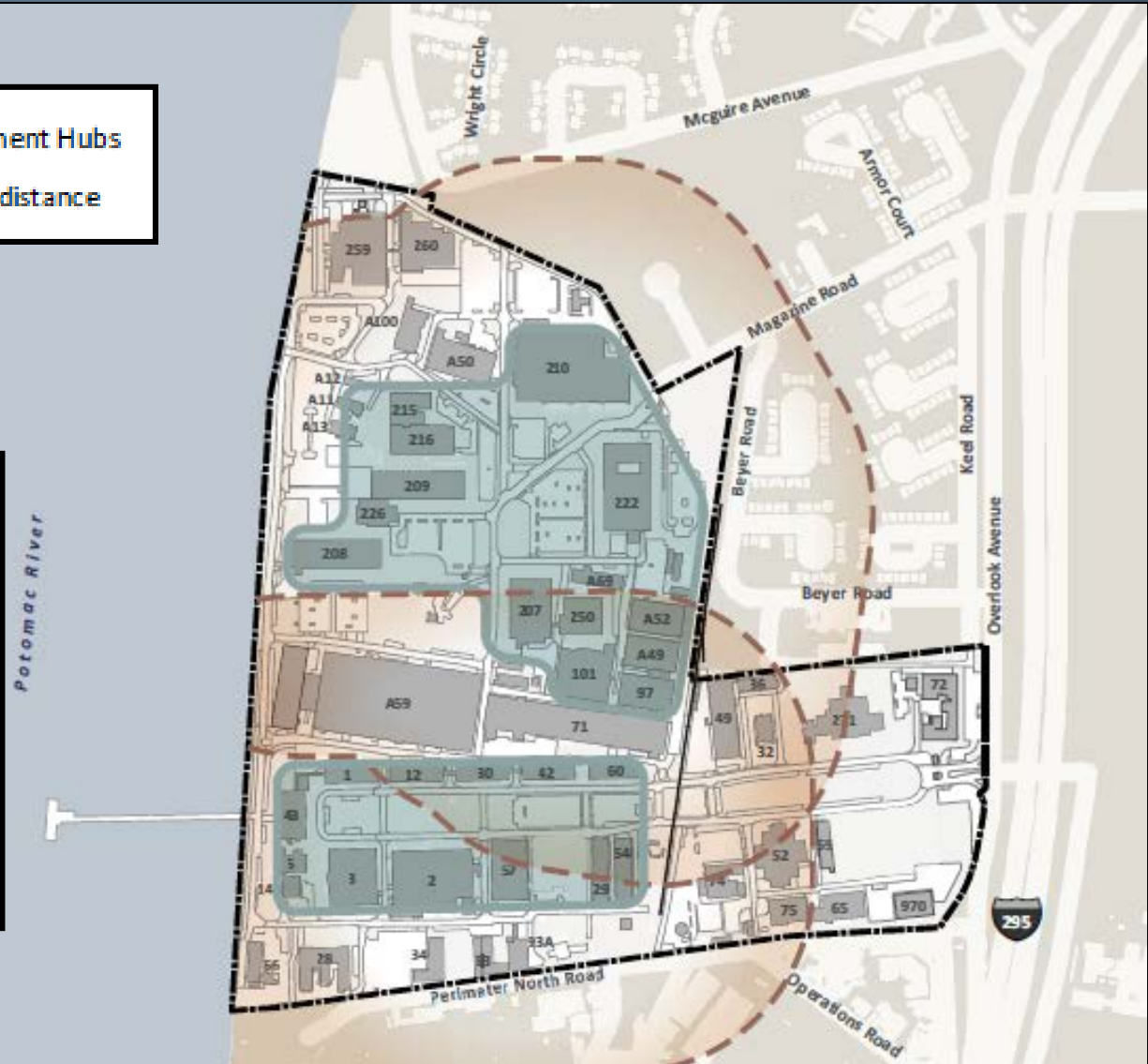


FIGURE 4-5 FUTURE CONCEPTUAL ACTIVITY HUB STRATEGIES (OVERLAID ON EXISTING CONDITIONS)

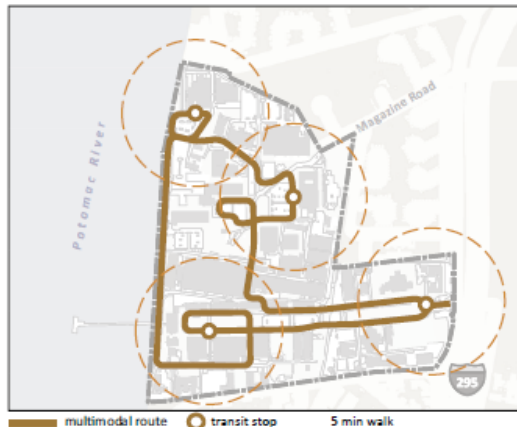


Employment is congregated in north and south campuses on the installation. Areas shown in the darkest blue reflect the highest concentrations of employee activity.



Future Multimodal Transportation System

FIGURE 4-7 FUTURE CONCEPTUAL MULTIMODAL STRATEGIES
(OVERLAID ON EXISTING CONDITIONS)



Linking the internal shuttle with the regional public transit system can create a seamless network of routes and stops that are within a 2-3 minute walking distance from most buildings.

- Proposed Internal Shuttle Route & Stops
- Operational Gates
- Future Gate (pending funding)
- Public Transit
- Bicycle Routes
- Future Bicycle Route (pending gate opening)
- Bicycle Storage / Bikeshare Station

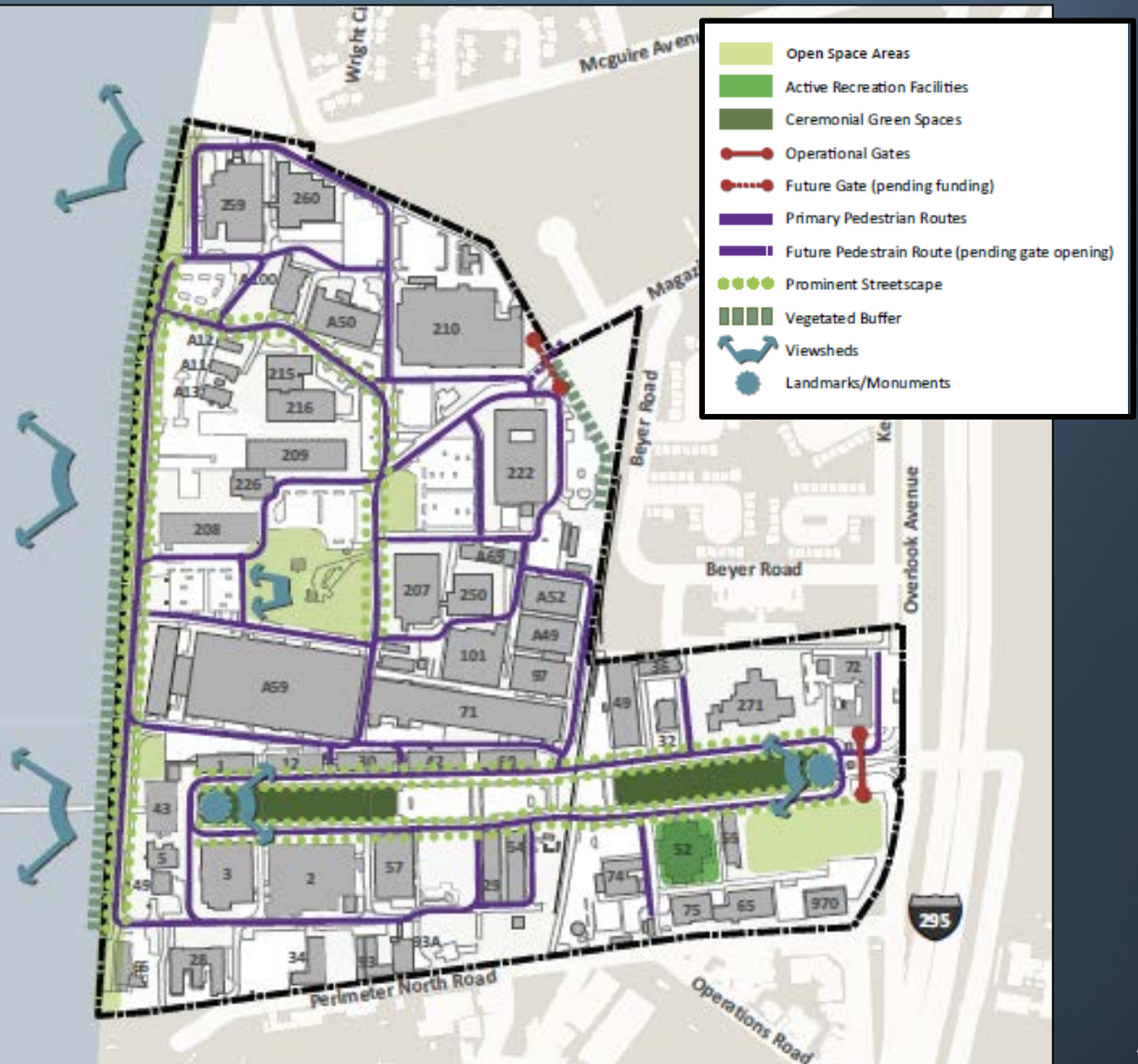


Future Open Space / Pedestrian System

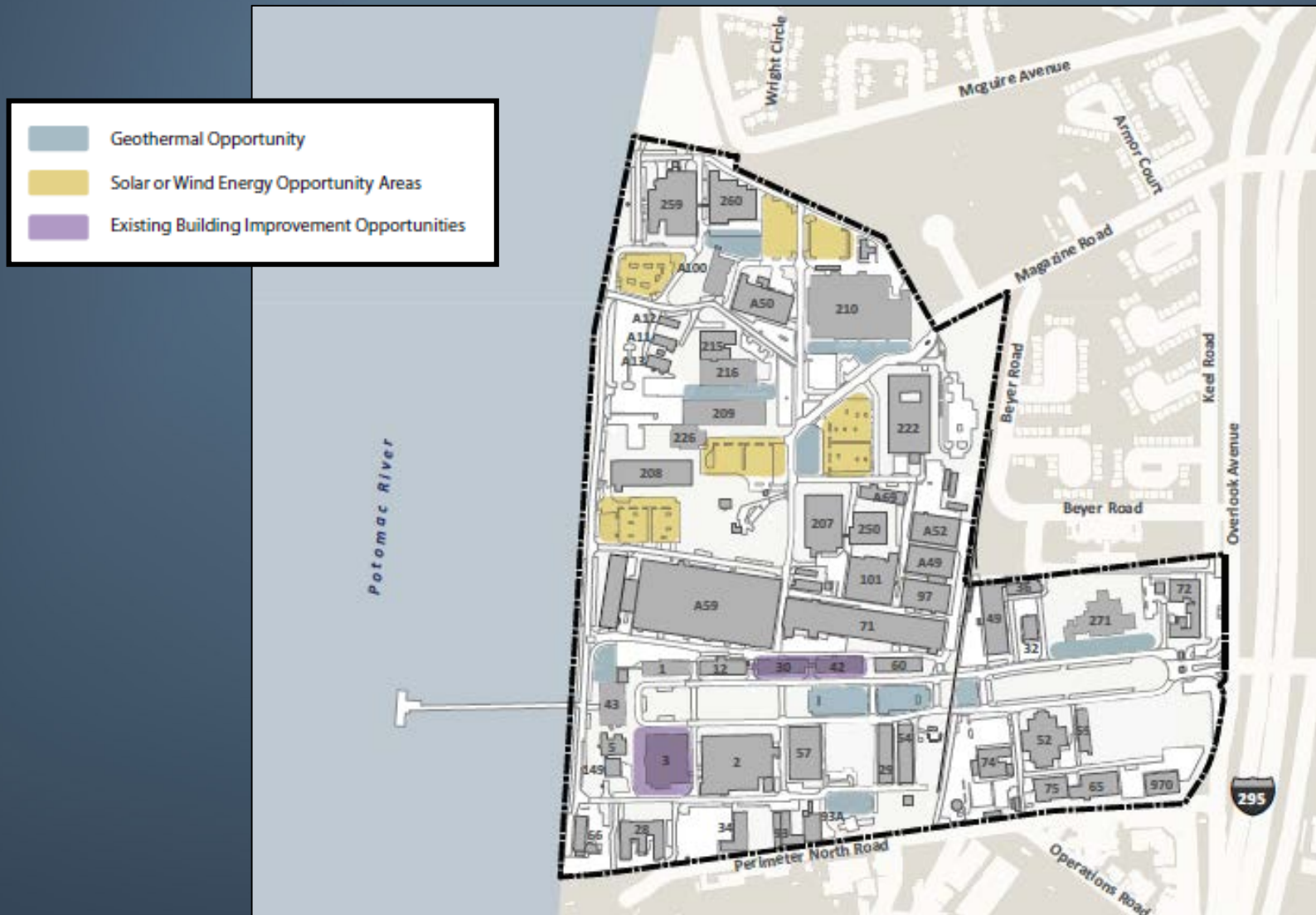
FIGURE 4-9 FUTURE CONCEPTUAL OPEN SPACE STRATEGIES
(OVERLAID ON EXISTING CONDITIONS)



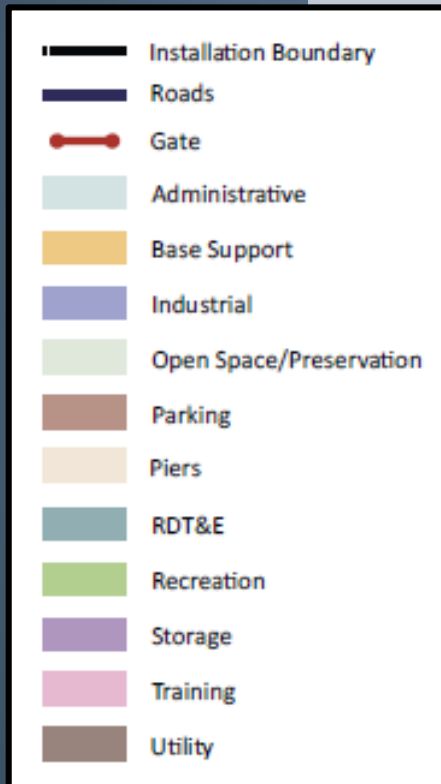
Prominent green spaces on the NRL shall be preserved, and a comprehensive network of pedestrian links shall be established.

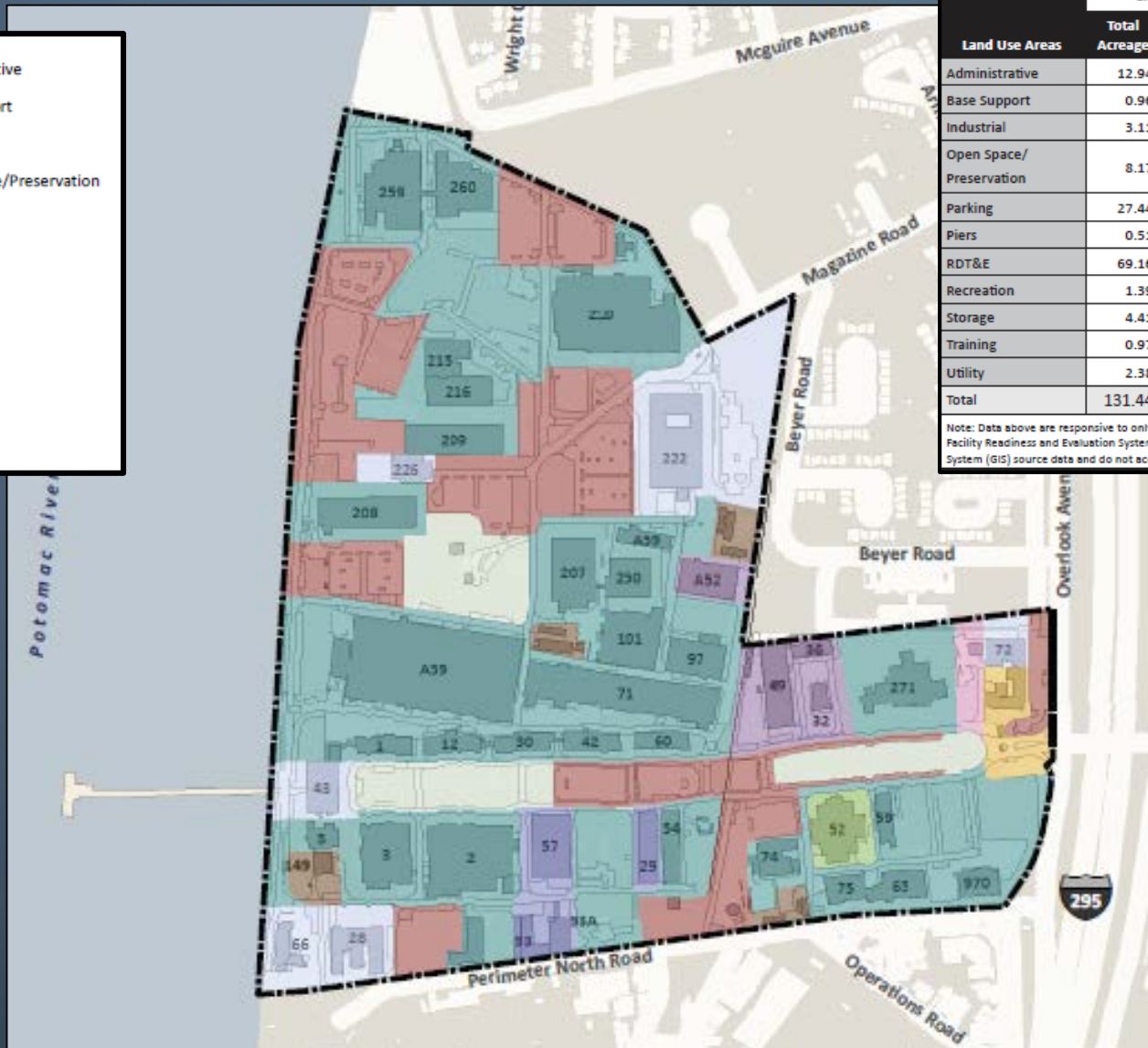
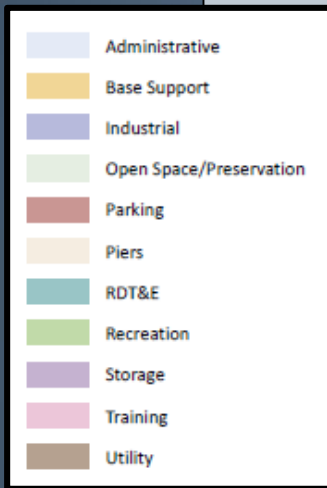


Future Renewable Energy Production Areas





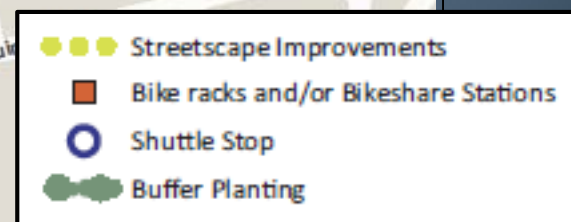
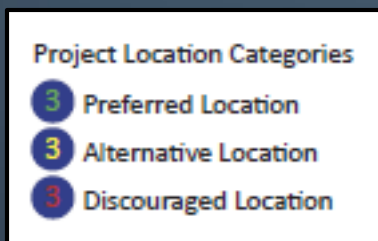
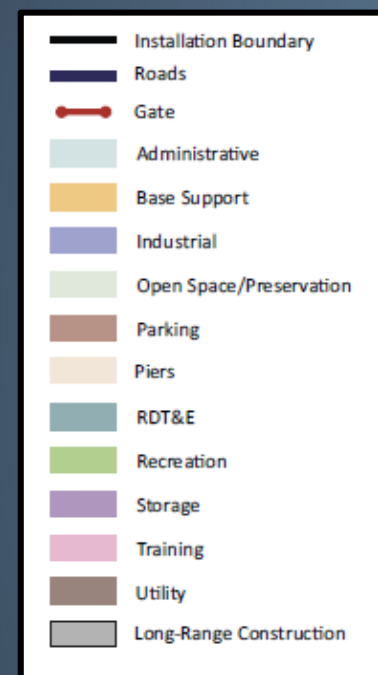




Land Use Areas	Existing		Future	
	Total Acreage	Percent of Total	Total Acreage	Percent of Total
Administrative	12.94	9.84	12.94	9.84
Base Support	0.96	0.73	1.65	1.26
Industrial	3.11	2.37	3.11	2.37
Open Space/ Preservation	8.17	6.22	8.17	6.22
Parking	27.44	20.88	26.48	20.15
Piers	0.51	0.39	0.51	0.39
RDT&E	69.16	52.62	69.43	52.82
Recreation	1.39	1.06	1.39	1.06
Storage	4.41	3.36	4.41	3.36
Training	0.97	0.74	0.97	0.74
Utility	2.38	1.81	2.38	1.81
Total	131.44	100	131.44	100

Note: Data above are responsive to only those values currently existing in INFADS, Facility Readiness and Evaluation System (FRES), and Geographic Information System (GIS) source data and do not account for any null values if applicable.

Long-Range 2035 Framework Plan



Long-Term Framework Plan Evolution

January, 2014



Study ways to mitigate future flooding along the shoreline (Smith Street) and to protect the Potomac River from stormwater runoff. Designation of a 100-ft open space buffer along the shoreline eliminating surface parking will be considered if study results indicate it would be the best method for mitigation and protection.

March, 2015



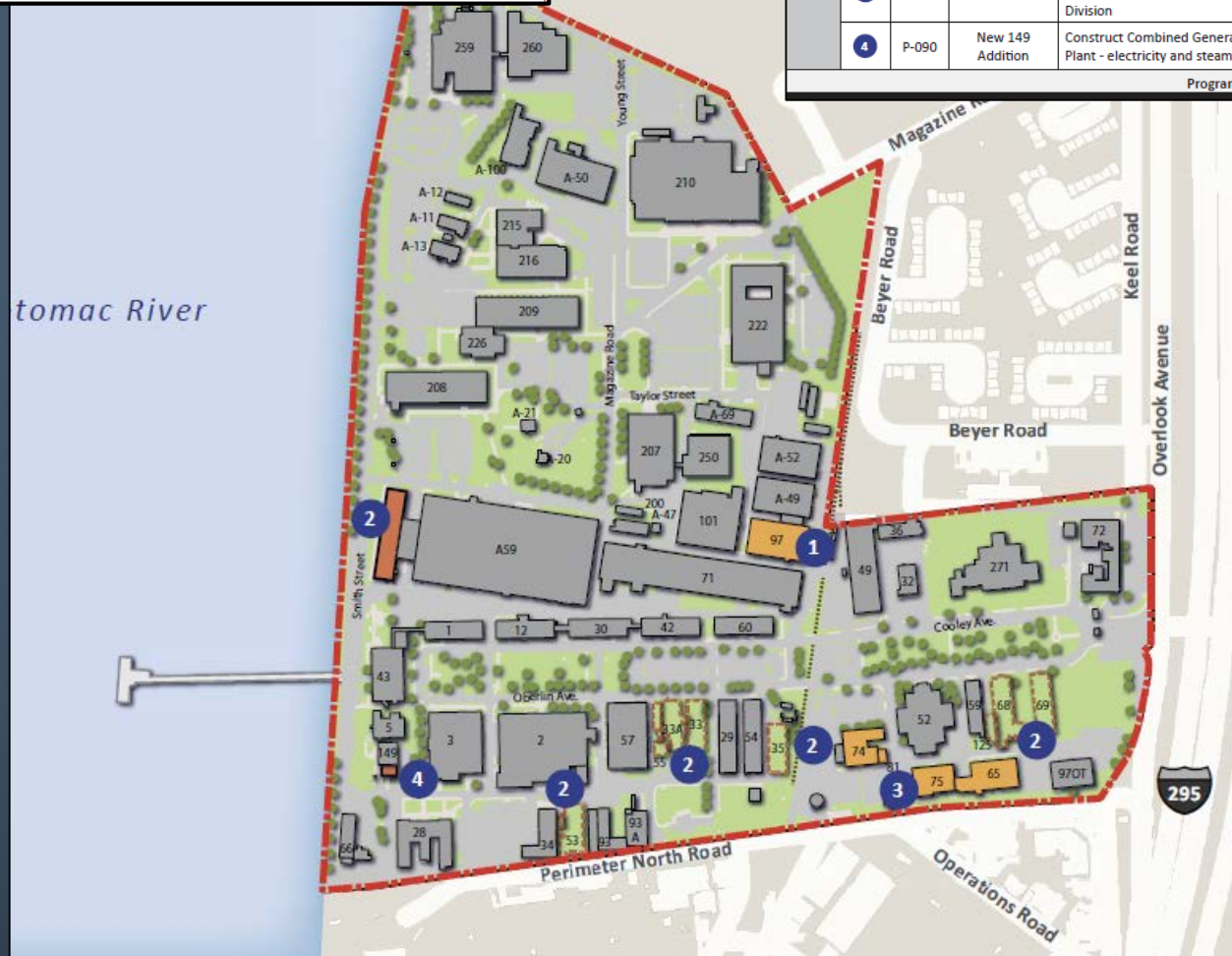
October, 2014



If funding is available and National Capital Region transportation improvements have been made serving NRL, relocate surface parking spaces throughout the installation into structured parking garages in order to reduce impervious surface, increase open space, and potentially create opportunities for new building construction to meet future mission requirements.

Future Land Use / Long-Term Land Use Comparison

Land Use Areas	Future		Long-term	
	Total Acreage	Percent of Total	Total Acreage	Percent of Total
Administrative	12.94	9.84	12.93	9.84
Base Support	1.65	1.26	2.15	1.64
Industrial	3.11	2.37	3.11	2.37
Open Space/ Preservation	8.17	6.22	8.17	6.22
Parking	26.48	20.15	21.11	16.06
Piers	0.51	0.39	0.51	0.39
RDT&E	69.43	52.82	74.3	56.53
Recreation	1.39	1.06	1.39	1.06
Storage	4.41	3.36	4.41	3.36
Training	0.97	0.74	0.97	0.74
Utility	2.38	1.81	2.39	1.82
Total	131.44	100	131.44	100
Note: Data above are responsive to only those values currently existing in INFADS, Facility Readiness and Evaluation System (FRES), and Geographic Information System (GIS) source data and do not account for any null values if applicable.				



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Mode Split Goals / Parking Ratios

Com-muter Travel Mode	Naval Research Laboratory Travel (Commute) Mode Splits						
	Current	Near-Term Goal (5-year)	Long-Term Goal (20-year)	Near-Term Actions (0-5 years)	Implementation Time-frame	Long-Term Actions (20 years)	Implementation Time-frame
Single-Occupant Vehicle (SOV)	Note: The strategies below for reducing SOV trips focus primarily on parking. Strategies for increasing the share of other commute modes may be found in their respective sections of the table.						
	83.2%	80%	25%*	Develop and Implement Parking Rules Instruction to enforce employees, visitors, contractors, etc., to park in designated spaces through ticketing and towing. An installation Traffic Court will be established to penalize offenders.	1 year		
				Investigate ways to ensure that no parking passes are given to those who receive a mass transit subsidy.	1-2 years		
				Implement policy that no new employee spaces will be added to an installation if it exceeds the NCPC parking ratio. If employee parking spaces are added, they must reflect the NCPC parking ratio.	4-5 years		
				Implement policy to re-designate SOV spaces in preferred locations to carpool/vanpool spaces as demand dictates.	2-3 years	As demand dictates for carpool/vanpool and potential shuttle bus usage, SOV spaces no longer being used will be converted into either carpool/vanpool spaces, visitor/contractor spaces, or space for future development.	10-20 years

Year	Employee Population	Employee Parking	Parking Ratio
Existing	4,872	2,745	1:1.77
Near-term (5 years)	5,487	2,585	1:2.12
Long-term (20 years)	--	--	1:4*

Com-muter Travel Mode	Naval Research Laboratory Travel (Commute) Mode Splits						
	Current	Near-Term Goal (5-year)	Long-Term Goal (20-year)	Near-Term Actions (0-5 years)	Implementation Time-frame	Long-Term Actions (20 years)	Implementation Time-frame
All Non-SOV Modes	16.8%	20%	75%*	Prepare a memorandum to introduce the command leadership to the Employee Transportation Coordinator (ETC) and define her/his roles and responsibilities, and the goals and objectives that she/he is trying to achieve. Also, the ETC could hold meetings with command leadership to introduce her/himself and the work that they will be trying to accomplish as well as to answer questions and gain initial program buy-in.	1-5 years		
				Have ETC produce an Annual Report along with an annual commuter survey to share with base operations and management to show progress of TMP objectives.	1-5 years	All Non-SOV Modes are comprised of...	
				E-mail employees commuter information, answer frequently asked questions, upcoming construction or disruptions that could affect commuting, and identify the schedule of upcoming commuter meetings.	1 year	Carpool, Vanpool, Inter-Base Transit	5.5% 7% 29% Implement policy to re-designate SOV spaces in preferred locations to carpool/vanpool spaces as demand dictates. Promote inter-base transit as funding allows.
				Install a transportation kiosk or brochure racks to hold information on commuting options including but not limited to: parking regulations, mass transit options, Guaranteed Ride Home program, telecommuting, carpool/vanpool matching, third party vanpool service providers, federal Mass Transit Benefit Program.	1-5 years	Pedestrians Using/ Not Using Transit	5.8% 7% 34% Investigate legal authority, determine funding sources, and explore level of acceptability for a shuttle bus service.
				Establish transportation working group meetings and request participation of all commands.	1-2 years	Bicycle**	5.5% 6% 10% Implement policy to install bicycle racks/ storage areas as a design feature for every modernization facility project.
				If funded, implement a Marketing Plan to promote and advertise more efficient multi-modal commuting options and transit subsidy.	1-5 years	Ferry Service	0% 0% 2% Investigate Potomac River commuter ferry service feasibility with JBAB.
				Utilize social media webpages (i.e., facebook, twitter) to provide information and resources, and to assist employees with their transportation needs.	1 year		
				Coordinate with Washington Headquarters Service (WHS) to investigate smartphone applications or other intelligent systems that announce arrivals of shuttle service, road, or transit service problems.	1-5 years		